

SOUTH PRODUCTION NOTES

**January 8, 2015
3-11 Shift Notes**

**BASF EMPLOYEES
45 Last Recordable
560 Last Lost Time**

Be sure to check weigh all bags off of the calciners and fill out the log sheet downstairs by the scale and Attach "Packaged By" label with your initials.

#1 MED / AI 3945:

Continue. Regulator has been replaced as well as the flange underneath the vacumax.

Midnight shift: Hold

Day shift: Regulator has been replaced as well as the flange underneath the vacumax.

Afternoon shift:

#1 RC / AI 3945 next:

Burner tuning will need to be done early Friday. Will need to light calciner at 3am and bring up to temperature to do burner tuning in the morning. On hold until we get more feed. The oversize screen has been changed to a .156 x 5/16.

Midnight Shift: Will relight calciner at end of shift (low temp), and hold for burner tuning Thursday

Day shift: No burner tuning. Rescheduled for tomorrow morning.

Afternoon shift:

Exhaust to Trimer

#2 MED line / Cu-0860:

Get all dried samples to the lab. Dry ice tote was delivered Monday. We can feed the bags down stairs by #2 dryer through the floor to the dryer.

Midnight shift: Waiting for bolts for changing out plows

Day Shift: Maintenance working on plows.

Afternoon Shift:

#2 RC/ Cu 0860:

Feed all bags on the floor in the order specified (written on them).

Midnight shift: Feeding all bags on floor to calciner. Start with the bags around the feed hopper, then the four bags nearest to the dryer spirals, followed by the eight remaining bags that were originally taped off by the elevator.

Day Shift: Feeding calciner per instructions written on them.

Afternoon Shift:

Exhaust to F1

#3 MED/ D-1780 NAQ:

Continue until the new barrel liners come in. The weigh hopper is consistently showing 60# less than what we believe to be in it...work order written.

Midnight shift: Running several batches, then purging #2 station for bag cutter modification on day shift

Day Shift: Bag cutter modification completed.

Afternoon Shift:

#3 RC / D 1780 NAQ :

Continue to run. Use LAQ SAP sheets until we can get some NAQ sheets printed(scratch out the LAQ and put NAQ on sheets, SAP department knows about this).

Midnight shift: Hold on midnight shift to have bags to feed on day or afternoon

Day shift: Started the feed.

Afternoon Shift:

Exhaust to CTO

#4 RC / D-0222 KLP:

Cleaning spiral and deck. MOD is here now.

Midnight shift: Running Al Oxide sand through later in shift

Day Shift: No change.

Afternoon Shift:

Exhaust to 4DC

#5 RC / Cu-0559:

Cu-0559 is the same as Cu-0539, but with a different SA/temperature. Waiting for results from 5B material.

Midnight Shift: Feed on hold as we cannot get SAs from Al Gel machines. Trying to get at least one from towers; work order written and email sent to Bob Priscak

Day shift: Restarted feed. Cracked test tube caused fault in SA machine. Reran surface area with new tubes and got a 38. Restarting feed.

Afternoon shift:

Exhaust to Trimer

#6 RC & Dryer / D-0257

Use Auto Sampler for bags, and get additional grab sample for each bag. Keep feed rate around 250.

Midnight shift: Feed rate up and down. The leveling panel may be part of the feed rate issue as the wire holding the panel may have moved while

opening/closing the dryer rear doors, causing the dryer bed material to raise/lower

Day Shift: Continued. Cleaned area around discharge.

Afternoon shift:

Exhaust to Sly Scrubber

6 Tank /D-5253 empty

Continue. Drain looked at by Schirmer and Lucas- not fixed yet

Acid washed 1-1-15 – MT 1-2-15

Midnight Shift: NA

Day Shift:

Afternoon shift:

New Pfaudler / D-0222:

Pfaudler glass was inspected. Need MOD for D-0222

Midnight Shift: Correct nozzles installed, rinsed out, needs Screen installed on vacuum arm and lid installed. Gavalek advised, will try to get done before end of shift.

Day Shift: on hold.

Afternoon Shift:

7 Tank KLP solution:

Elliott advised that radar gauge on tank is not working. Will need repaired.

Midnight Shift: Waiting for lab results

Day Shift: Lab results do in early afternoon shift.

Afternoon shift:

Old Pfaudler / D-0257:

See the MOD for special instructions for the lot 9 1708 material that was brought in. Continue, rental DI water unit delivered and installed on Saturday for pfaudler and #3 mixer. You will not be able to pump the water using the RO unit pump...water will deliver by city water pressure, so it will be slower. NOTE: Be sure to sample drainage from each batch made on east pfaudler for D 0257 batches.

Midnight Shift: Continue. Batch being made, should also have most of the buggies full

Day Shift: No batch made solution drawn up and pfaudler loaded.

Afternoon shift:

National Dryer:

Schirmer finished bead blasting. Will need to confirm totes and dryer clean.

Midnight Shift: totes and blue buggies cleaned.

Day shift: No change. Will need dumper cleaned.
Afternoon Shift:

PK Blender Selexorb:

Selexorb next
Midnight Shift: Chute to be installed Thursday
Day shift: Chute installed.
Afternoon shift:

Abbe Blender / 5206 Done

Done for a while. Area Cleaned
Midnight shift: NA
Day shift:
Afternoon shift:

Tower 3 / Cu 0860:

Running.
Midnight Shift: Running
Day shift: Still running.
Afternoon shift:

Tower 6 / Pd 1930:

Continue.
Midnight Shift: Cooling down, check with Kristen for unloading / reloading schedule (next raws not here yet).
Day shift: PD raws are in. To be repacked on second shift.
Afternoon shift:

North Screener / Cu-0860:

On hold until tower comes down. WOW for leaking Pump
Midnight shift: No operator and alcohol had to be moved to Harrop kiln building to thaw out
Day shift: Did some screening, but with alcohol freezing issues do to drums sitting outside in a trailer overnight on Monday when they were dropped off. Several pallets are being heated in the Harrop kiln room and the vaultin shipping for Friday.
Afternoon shift:

South Screener / Cu-0860:

On hold until tower comes down. WOW for leaking Pump

Midnight shift: No operator and alcohol had to be moved to Harrop kiln building to thaw out

Day shift: Did some screening, but with alcohol freezing issues do to drums sitting outside in a trailer overnight on Monday when they were dropped off. Several pallets are being heated in the Harrop kiln room and the vaultin shipping for Friday.

Afternoon Shift:

#2662 (west) Pill Machine / next up Al-3917 T 3/16”:

Do not load any more bags into the feed hopper. Just need to finish up.

Midnight shift: Down for cleaning / change over

Day Shift: Working on change over.

Afternoon shift:

#2664 (east) Pill Machine / next up Al-3917 T 3/16”:

Do not load any more bags into the feed hopper. Just need to finish up.

Midnight shift: Down for cleaning / change over

Day Shift: Working on change over.

Afternoon shift:

TK #2 / V 2046/V 2010:

Down for now. Will need to be switched to V-2010 Saggars...will discuss next week

Midnight shift: Down

Day Shift:

Afternoon shift:

TK #4 / Cu 2508:

Work completed at kiln building this weekend, kiln started back up

Midnight shift: Continue

Day Shift: Continued.

Afternoon shift:

Harrop Kiln / Al 3920:

Al 3920 - 90 min Cart- operator must keep area cleaned

Midnight shift: Continue

Day Shift: Continued.

Afternoon shift:

Building 27 Belt Filter / 5020:

Cu-5020. Cleaning spin flash hopper. There are more 116 bags in bldg. 24 and possibly in the department. Not sure if they are the type that does not leak. Will need to spray with contact adhesive to stop from leaking.

Midnight shift: No activity – see afternoon info (trouble with dryer chamber)

Day shift: Fought with all day. Dryer running slow due to wet batch.

Afternoon Shift:

Priorities:

Priorities 1 through 12 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/HC-11 Dryer/#6 RC/Sly
- 2) #3 MED/#3RC/CTO
- 3) #2 Line/#2RC
- 4) Harrop Kiln
- 5) Horne Tableting
- 6) #1 Line/#1RC
- 7) South PK (NA Selexsorb)
- 8) South Precip
- 9) #5 RC
- 10) Reduction Towers
- 11) Reduction Tower Screeners
- 12) #4 RC
- 13) #4 Tunnel Kiln

AI-3915 and AI-3920 continue to move up the list, we are projecting to be late to our commitment to Seneca in delivering the AL-3920 by year end.

In reviewing their plan, we can be ~1 week late at most before it affects them, which in turn affects when the material returns for reduction, which places the burden on us to still meet the QVAM ship date.

Projected end date on the AI-3920 T is showing as Jan 6th.

Maintenance & Other

- 1) Belt filter down for blower bearing replacement
- 2) MOC for PK bottom outlet for X-1000 repacks - Monday

- 3) Rental DI water unit is installed. You will only have city water pressure on the 3rd floor, so transfers to #3 mixer weigh tank and east pfudler will be slower than normal**
- 4) Shirmer power-washing in building 10 completed, #4 Tunnel Kiln heating back up**